

DATE 2310Z 09 AUG 62

~~SECRET~~

1	C/D	4	QD
2	/	5	11
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TO : [REDACTED]

FROM :

EO 12958 3.3(b)(1)>25Yrs
(N)

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

APPROVED FOR RELEASE

DATE: AUG 2007

ROUTINE

INFO : S/C (11)

TOR: 2333Z 09 AUG 62

IN: 45295

TO

INFO

CITE

5761

OXGART

REF: [REDACTED] 5745, PARA 2 (IN 45206)

1. FSW NBR 19 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

2. IT IS QUITE APPARENT MANY CONFLICTING STORIES RECEIVED ON GO NBR 32. ANALYSIS OF AO, TRACES AND FURTHER DEBRIEFING NOW SHOW A DIFFERENT PATTERN.

A. AT BASE MINUS 4, IAS OF BASE, MACH OF BASE PLUS POINT 62, THE R.H. ENGINE WENT INTO COMPRESSOR STALL AND A/B BLOW OUT. BYPASS DOORS IN AUTOMATIC AND APPROX. 90 PER CENT CLOSED AT TIME OF STALL. R.H. SPIKE BELIEVED TO BE IN FURTHER AFT POSITION THAN SCHEDULED.

B. DRIVER CUT OFF L.H. A/B ONLY AND SLOWED DOWN TO APPROX. IAS OF BASE MINUS 25, MACH OF BASE PLUS POINT 51; R.H. ENGINE RECOVERED AND LIT BOTH A/B'S. MADE CLIMB TO ALTITUDE OF BASE MINUS 4, IAS OF BASE, MACH OF BASE PLUS POINT 6. THE R.H. ENGINE AGAIN ENCOUNTERED THE IDENTICAL STALL PATTERN, ONLY DIFFERENCE, THE BYPASS DOORS WERE IN MANUAL OPEN. DRIVER AGAIN CUT OFF A/B ONLY ON L.H.

(CONT.)

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GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
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PAGE TWO

ENGINE, R.H. ENGINE RECOVERED AT SLOWER IAS & MACH AS MENTIONED PREVIOUS.

C. NO PROBLEMS ON L.H. ENGINE - ALL OPERATION AS DIRECTED BY DRIVER.

D. PULLED BOTH SPIKES. FOUND DAMAGED AND INOPERABLE SPIKE POSITION FEED BACK MECHANISM. AS IT STANDS, THE SPIKE POSITION (TOO FAR AFT) INDUCED BOTH STALL CONDITIONS IN R.H. ENGINE. SPIKE FEED BACK MECHANISM NOW BEING REPLACED AND WILL GO THROUGH EXTENSIVE CHECK OUT PRIOR TO GO NBR 33 SCHEDULED 14 AUGUST.

E. LAC INSTALLING NEW SPIKE POSITION MEASURING DEVICE SHOULD POSITION FEED BACK MECHANISM MALFUNCTION AGAIN.

END OF MSG

~~SECRET~~